

FILIPINO COMMISSIONERS
IN HONGKONG.

General E. Rios de Dios, Doctor Joseph Louada and Mr. J. Lina (he is famous artist) have arrived here from Manila. They leave in a day or two for Washington in accordance with the instructions contained in the special commissions issued to them by General Aguinaldo. We understand that one of the chief objects of the Philippines in sending this Commission to the United States is to endeavour to clear up many of the existing doubts and suspicions respecting the hopes and aspirations of the Philippines, attributable no doubt to frequent misrepresentation and lack of contradiction and proper correction. It is the chief object in view we wish the Commissioners all success, for at present there seems to be special need of a friendly mission of this kind when the fate of the youngest aspirant for admission into the great Brotherhood of Nations is, as it were, hanging in the balances.

THE PHILIPPINES QUESTION.

OPINION OF SENATORS.

New York, November 1st.

In answer to the query, "Do you favor the proposition to pay Spain \$20,000,000 for the Philippines?" the United States senators telegraphed to the World expressing their unalterable opposition to such a plan. The Senators are James and Berry of Arkansas; Harris of Kansas; Hale of Maine; Burrows, of Michigan; Rosch, of North Dakota; Chandler, of New Hampshire; Tillman, of South Carolina; Pettigrew, of South Dakota; Sullivan, of Tennessee; Daniel, of Virginia.

Senator Hale says:—"I would not take the Philippines if Spain gave us \$20,000,000 with them. The sooner we drop them the better."

Senator Chandler says:—"If Spain will pay us \$20,000,000 for the Philippines, I am willing to have her deduct therefrom \$20,000,000 for surrendering sovereignty in the Philippines to which we ought to give if possible the blessings of religious liberty and self-government as we have given them to Cuba."

Senator Tillman says:—"I am opposed to paying any sum of money to Spain for the Philippines and am equally opposed to holding them as conquered territory. But if we demand their cession we should not assume any debt on that account and could then sell them to help pay the war expenses."

Senator Pettigrew says:—"I am not in favor of acquiring the Philippine Islands at any price. They should be allowed to form a Government of their own. All Governmental duties their just power from the consent of the governed."

Senator Sullivan says:—"The retention of the Philippines I approve. It can be justified only as the legitimate result of Spanish outrages and American violence from the original question of how would Spain not one dollar more pay for the maintenance of the Manila."

Spain necessitated this war, let her pay for it. The Philippines are ours by conquest, not by purchase."—*Vancouver World*

WHAT CARNegie SAYS.

New York, October 27th.

Andrew Carnegie has arrived at his home in this city after his summer's sojourn in Europe. In an interview he said:—"If the United States is going to undertake the Government of the Philippines and go in for expansion throughout the world, putting her head in the hornet's nest of European rivalry, there can be no prosperous business. We shall be subject to wars and wars are always the child of insecurity and peace. The entrance of the United States as a new power in the Far East will set every one of the present nations to a study of the question from a new standpoint. We shall be compelled to increase our navy. We must pay for a large standing army and there is neither rest nor security for us. Before the American people come now the most serious issues since the issues of independence and secession. A false step now and the future of the republic will, in my opinion, be seriously impaired and the industrial career retarded."

"You do not think that the expansion will bring expansion to trade?" "No, not by any means. The development of one state in the Union in peace and security would outweigh all the increase of profit we can get from the foreign trade in any worthless possessions which we can attempt now to take. The Philippines have a certain trade which cannot be greatly increased. The wants of the people are few, barbarians are no customers. Civilized people are the customers of our products."

THE HURRICANE IN THE
WEST INDIES.

The following extract from a letter received from an officer of H.M.S. *Alert*, the vessel which recently cruised the performance of the *Alert* at St. Vincent, will doubtless prove of interest to our readers. We left Antigua on September 6th, and after spending four days at St. Lucia, where we coaled, went on to Barbados, where we expected to spend five quiet weeks. This was not to be, for on the fourth day the barometer performed such wonderful feats of tumbling that we left hurriedly at 7 p.m., having taken only two hours to get ready, and steamed as hard as the engines would carry us for Trinidad, just escaping there by the pressure of the hurricane. We were only twenty-five miles off the centre at 9 p.m. which will show you what luck we had."

"We had a sea in our wardrobe which took my music into its confidence and treated it shamefully but I would rather suffer than it. When we returned to Barbados we found that we were the sole survivors of the shipwreck. All the rest were either ashore on St. Vincent or had disappeared."

"We went to St. Vincent two days afterwards and were then better able to see what the hurricane had done. The island, from being the most beautiful in the West Indies, had turned into a heap of brown hills and looked as if a heat blast had passed over it. Trees, as if the first gust, were completely stripped of leaves, and in some cases of their bark and and in some cases that the cloud of leaves looked more like smoke than anything else. I should say that about half-a-dozen houses in the whole island escaped injury. Whole towns are absolutely flat. Stone and wood suffered alike. One church was supported by the strongest building in the island, and of it the skeletons of two windows remain. A woman had her head taken clean off by a piece of corrugated iron flying along, and a man was driven through a stone wall, some wooden houses are standing on their roofs and one was blown off a hill. I could not have believed it had I not landed at the various outposts and noticed the damage. White and black suffered alike and I should say it would be years before the normal state of affairs is restored."

"We took from St. Lucia forty-two tons of house building material, seeds, cuttings and clothing and the *Alert* has been taking cargo of salt fish (over a score of different tasks) in her relief."

LEGAL INTELLIGENCE.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship the Chief Justice Sir J. W. Carrington, Kt., C.M.G.)

December 5th.

A HOK V. BELLIOS.

This was a suit to recover \$11,200 on repairs to "Beaconsfield."

Hon. H. E. Pollock (instructed by Mr. H. L. Denney) appeared for the plaintiff and Mr. J. J. Francis, Q.C., (instructed by Mr. C. D. Wilkinson) for the defendant.

The following special jury was empanelled:—R. Martin, H. M. Mohia, J. S. van Buren, W. Poole, W. R. Loxley, W. H. Potts, and C. A. Tomes.

Mr. Pollock said that the plaintiff was a contractor who resided and carried on business at No. 23 D'Aguiar Street, and he was suing the defendant, Mr. Bellios, for a sum of \$11,200, being the balance of money due by the defendant for work done and materials provided by the plaintiff on a building belonging to the defendant known as "Beaconsfield," lately in the occupation of Messrs. Butterfield & Swire.

The defendant in August last year, as he was losing his old tenants who were about to leave for their new building on the Praya, was anxious to get the Government as tenants of "Beaconsfield." In the first instance, he approached the Government through Mr. Stephens, solicitor, who wrote on 30th August pointing out to the Government that "Beaconsfield" would be very suitable and handy for Government offices, and proposed certain terms for a lease. These terms were not acceptable to the Government and on 3rd September, the Colonial Secretary wrote a brief reply to Mr. Stephens requesting him to inform Mr. Bellios that the Government declined his offer. Mr. Bellios who was not really driven from his point, again instructed Mr. Stephens to make to the government modifying to a certain extent the proposals contained in the first letter. Mr. Stephens said in that letter that Mr. Bellios would cause the house to be thoroughly done up and adopted to the purpose required. Ultimately after a good deal of correspondence an agreement was come to between the defendant and the Government for the lease of "Beaconsfield" to the Government for three years, commencing 1st January, 1898, upon the condition that Mr. Bellios should put it into a state of thorough repair at his expense. It was agreed that Mr. Chatham should employ a contractor on behalf of Mr. Bellios to carry out the necessary repairs and alterations and to order everything that was necessary to adapt the building as government offices. It was agreed that Mr. Bellios should pay for the work according to the ordinary scale of charges usually paid to government contractors and it was further arranged that Mr. Chatham should supervise the execution of this work on behalf of Mr. Bellios and to receive a commission of five per cent. on the amount which the work cost. Counsel then put in a large bundle of correspondence, each member of the jury being supplied with a copy. Having read the pleadings and answers, he said that the plaintiff was employed by Mr. Chatham, the authorized agent and architect of the defendant, to do certain work and provide certain materials which were necessary for the thorough repair of "Beaconsfield" and also to effect such alterations and additions as would be required by the Government to make it suitable for the occupation of the Registrar General, Sanitary Board and Educational Departments. The plaintiff did the work and the cost in reality amounted to over \$17,700. He had already received \$6,500 on account and this left \$11,200, which the plaintiff was suing for in this case. Paragraph 1 of the answer, it was stated that the Government required certain alterations to be made in "Beaconsfield" so as to fit it for the purposes for which it was required and it admitted that Mr. Bellios did agree to make the alterations and to put the place into repair but it was stated in the answer that Mr. Bellios agreed to put the building into "tenantable repair." Counsel said that all through the correspondence "thorough repairs" were mentioned. It appeared that Mr. Danby had made an estimate, on behalf of Mr. Bellios, of the cost of the work, which was put at \$4,000 for alterations and \$5,000 for repairs. Counsel said that it was impossible for anybody to estimate what would be the actual cost of preparing or altering an old building like "Beaconsfield," which dated as far back as the fifties. Until the beams were removed and the repairs were actually gone into it would be impossible for any body to form a reliable estimate of what those repairs would cost and Mr. Danby's estimate was absolutely incorrect. In a minute written at the time by Mr. Chatham to the Director of Public Works, Mr. Chatham said that he distinctly informed Mr. Bellios that he would not be bound by the estimate made by Mr. Danby. He thought that the contention of the defence was this:—That there was a fixed estimate made to between him and the Government of \$4,000 repairs and that the government accepted that estimate as binding and that the Government actually was so foolish as to undertake the whole of the work on their own account simply looking to Mr. Bellios to repay them these two sums of \$4,000 and \$5,000. Counsel submitted that such a story was absurd on the face of it.

Mr. Francis interposed. He said that Mr. Pollock was taking a complete departure from the pleadings in asserting that the authority was given to the Public Works Department and not to Mr. Chatham. If this was so, then there was an end of the case, unless the pleadings were amended.

The Chief Justice agreed and the case was adjourned till 2 p.m. to allow Mr. Pollock to consider whether he would apply for leave to amend the pleadings or to go on as they stood.

When the Court resumed, the Foreman of the jury asked that some arrangement should be made about the fees, as the case would last several days.

Both parties agreed that the jury should receive \$10 per day, the amount allowed in a previous case.

Mr. Pollock proposed, subject to His Lordship's permission to make an amendment in paragraph 2 of the petition, substituting the words "Public Works Department" for "one William Chatham" and in para. 4, "one William Chatham" for the said "William Chatham."

Mr. Francis said that he did not object to the amendment but he had very little time to consider it. This amendment necessitated the recasting of the answer.

The Chief Justice—it is an amendment asked for in consequence of the facts.

Mr. Francis—it is but it is an amendment which ought to have been asked for in Chambers a very considerable time ago.

The Chief Justice—That is so.

Mr. Francis said this amendment raised a totally new issue. He argued that the Public Works Department had no right to bind the defendant to an outside contract.

The Chief Justice—Do you wish for time to consider the effect of the amendment?

Mr. Francis said that he consented to the amendment in consideration of his friend agreeing to an amendment in the answer and that the case be adjourned till to-morrow morning, with costs for defendant. The matter had entirely sprung up at the last moment and he ought to be allowed a reasonable time to consider it. Although the amendment appeared very trifling on the face of it, it was important.

The Chief Justice—it is a vital amendment. Mr. Francis—Yes, it is such an amendment that if your Lordship did not permit it, there was an end of the case.

Mr. Pollock said that it was alleged in the answer that the defendant authorized the Public Works Department to execute the work and the amendment was only what had been said in the answer. He submitted that the application was unreasonable.

The Chief Justice said that he did not himself say there was no occasion for an amendment of the answer but still on Mr. Francis's assurance that it was necessary, he did not think it proper to withhold the defendant from considering his present situation. The proper course would be to allow the amendment, adjourn the case till to-morrow morning, and reserve the question of costs.

The case was then adjourned till 10.30 a.m. to-morrow.

NOTANDA.

CALENDAR.

DECEMBER.

Meteorological means based on ten years' observations to 1893.

Barometer	29.818
Thermometer	80
Humidity	77
Rainfall	8.58

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.21
Thermometer	66
Humidity	31
Rainfall

TO-DAY.

Monday, 5th December, 1898.

Chilene—22nd of 10th moon of 24th year of Kwong-shi.

High water—Morning..... 5hr. 40min.

Low water—Morning..... 5hr. 15min.

1847—Six foreigners killed at Weng-chuk-ki near Canton.

1861—Soochow re-taken by the Imperialists under several Soidon.

1870—Alex Dumas died.

1884—Loss of the Douglas steamer *Kwanglung* in the Kimpai Pass, River Min.

TO-MORROW.

Tuesday, 6th December, 1898.

Chilene—23rd of 10th moon of 24th year of Kwong-shi.

Moon—Last Quarter 5hr. 15min. 6.m.

High water—Morning..... 5hr. 35min.

Low water—Morning..... 5hr. 10min.

ANNIVERSARIES.

460—B.C. Confucius died.

1843—Her Majesty the Queen approved of the name of Victoria for Hongkong city.

1848—East India Co.'s last servant left China.

1890—The Nippon Yusen Kaisha's steamer *Tokyo Maru* ran ashore on Mela Ledge, but was raised by Capt. Drummond.

SHIPPING AND MAIL NEWS.

MAILS DUE:

Indian (*Catharine Apsara*) to-morrow.

American (*City of Rio de Janeiro*) 10th inst.

English (*Parramatta*) 10th inst.

German (*Prins Heinrich*) 15th inst.

American (*Belle*) 17th inst.

American (*Copile*) 27th inst.

The N. P. S. Co.'s steamer *Olympia* sailed from Tacoma for Japan and Hongkong on the 1st inst.

The steamer *Padma* from New York left Singapore on the 1st inst. and is due here about Saturday, the 10th.

The Imperial German Mail liner *Bayern* has left Shanghai on Saturday at 2 p.m., and may be expected here on or about Tuesday morning, the 6th inst.

The P. & O. Co.'s steamer *Parramatta* with the outward English mails, left Singapore for this port on the 4th inst. 1 p.m., and is due here on the 10th inst. at about 7 a.m.

The Imperial German Mail liner *Prins Heinrich* carrying the German Mails will sail from Berlin of the 15th November with dates from Colombo 10-day Monday a.m., and may be expected here on or about Thursday, the 15th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Idaho Pon..... at Kowloon Dock.

Tartar..... " " "

H.J.G.M.S. Kaiser..... " " "

Hongkong..... " " "

H.M.S. Grafton..... " " "

Chinman..... " " "

Imperial..... " " "

Imperial..... " " "

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Intimations.

THE TRADE MARKS ORDINANCE 1898.

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that DODWELL, CARLILL & Co. carrying on business at Victoria in the Colony of Hongkong and elsewhere as Merchants have, on the 15th day of November, 1898, applied for the registration in Hongkong in the Register of TRADE MARKS of the following TRADE MARK:—

The inverted words "SERENE SKY" over two devices placed side by side.—In the two devices are respectively written the four Chinese characters "TEN CHONG FOREIGN HONG" which words translated into English mean "DODWELL, CARLILL & Co." Under these two devices is depicted the sun surrounded by clouds.

On each side of the sun are depicted two Chinese Musical Instruments with the words "TSZE CHO CHONG TIN SHEUNG MAK" which words being translated mean "we have made the 'SERENE SKY' TRADE MARK" on one Musical Instrument and with the words "CHING FA KI KIN MAK" which words being translated mean and selected the best kind of AMERICAN FLOUR on the other Musical Instrument underneath the above the firm name of DODWELL, CARLILL & Co.

The TRADE MARK has been used by the applicants since the month of April, 1893 in respect of the following goods:

Floor in Class 42.

A Facsimile of the TRADE MARK can be seen at the Office of the Colonial Secretary of Hongkong and also at the Office of the Under-Signed.

Dated the 3rd day of December, 1898.

JOHNSON, STOKES & MASTER,
12, Queen's Road Central,
Hongkong.
Solicitors for the Applicants.

THE TRADE MARKS ORDINANCE 1898.

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The distinctive device of three round globes in which are respectively written the three Chinese Characters "SHEUNG" "MOYI" "MAK" which characters being interpreted into English mean "DOUBLE CAT MARK." Underneath the three round globes the English words "THE CATS" are inserted and underneath these words are a large cat and a small cat playing with a ball.

In the name of DODWELL, CARLILL & Co. who CLAIM to be the sole proprietors thereof. The TRADE MARK is intended to be used by the applicants forthwith in respect of the following goods:

Floor in class 41.

A Facsimile of the TRADE MARK can be seen at the office of the Colonial Secretary of Hongkong and also at the Office of the Under-Signed.

Dated the 3rd of December, 1898.

JOHNSON, STOKES & MASTER,
12, Queen's Road Central,
Hongkong.
Solicitors for the Applicants.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL BILIOUS AND NERVOUS DISORDERS SUCH AS SICK HEADACHE, CONSTIPATION, WEAK STOMACH, IMPAIRED DIGESTION, DISORDERED LIVER, AND FEMALE AFFECTIONS.

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor:—THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS FOR HONGKONG and the EMPIRE OF CHINA:—WATKINS & CO., APOTHECARIES' HALL, 55, QUEEN'S ROAD CENTRAL, HONGKONG.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAIRN ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1899. [400]

KUHN & KOMOR, JAPANESE FINE ART CURIOS, 21 & 23, QUEEN'S ROAD, HONGKONG, and 35, WATER STREET, YOKOHAMA, and 36, DIVISION STREET, KOBE.

Hongkong, 15th March, 1898. [24]

FOR SALE.

A PAMPHLET containing the Series of Articles by the *Telegraph's* Special Correspondent entitled "HINDRANCES TO THE DEVELOPMENT OF TRADE IN KWANGTUNG AND KWANGSI."

Also THE NEW TRANSMIT PAPER RULES, providing for the sale of goods en route to inland markets.

Price, 50 CENTS PER COPY.

"HONGKONG TELEGRAPH," No. 6, PULLEY HILL, Hongkong, 15th March, 1898.

Intimations.

THE BEER

WHICH HAS NO RIVAL.

PABST MILWAUKEE.

CARLOWITZ & CO., SOLE AGENTS.

Hongkong 30th November, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"TAICHOW," Captain Primrose, will be despatched for the above Ports, TO-MORROW, the 6th inst. at 4 Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, 5th December, 1898. [1400]

"MOGUL" LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE. THE Steamship

"MOGUL," Captain Bailey, will be despatched as above on THURSDAY, the 8th inst. at 5 p.m.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 2nd December, 1898. [1407]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN. THE Company's Steamship

"DEUCALION," Captain Branch, will be despatched on FRIDAY, the 6th inst. at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd December, 1898. [1412]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"ORESTES," Captain Polford, will be despatched as above on SATURDAY, the 10th December, at Noon.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th November, 1898. [1398]

MOGUL-WARRACK-MILBURN LINE.

FOR NEW YORK, VIA SUEZ CANAL. THE Steamship

"BRAEMAR," will be despatched as above on or about the 14th December, 1898.

S.S. "ENERGIA"..... About 31st Dec., 1898.

S.S. "MOGUL"..... 15th Jan., 1899.

For Freight or Passage, apply to DODWELL, CARLILL & Co., Agents.

Hongkong, 7th November, 1898. [1397]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, &c.)

THE Steamship

Announcements.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. S. Thompson	MARSEILLES, LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	THURSDAY, 8th December, at 4 P.M.
KAMAKURA MARU N. Trent	NAGASAKI, MOJI, KOBE & YOKOHAMA.	MONDAY, 12th December, at 4 P.M.
SANUKI MARU W. Townsend	MARSEILLES, LONDON, NEWCASTLE, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	THURSDAY, 22nd Dec., at 4 P.M.
HIROSHIMA MARU T. Tsuji	KOBE AND YOKOHAMA.	THURSDAY, 22nd Dec., at 4 P.M.
OMI MARU C. Young	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.	FRIDAY, 30th December, at 4 P.M.

*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 30th November, 1898.

STANDARD OIL COMPANY

OF NEW YORK,

THOMPSON AND BEDFORD DEPARTMENT,

Have in Stock and are now offering for Sale a full line of

CYLINDER, ENGINE, MACHINE AND SPINDLE OILS.

MINERAL COLZA, (300° Fire Test),

A high grade burning Oil for Ship Lights, Light Houses, Tram Cars and Railway Trains, and for all uses where a highest degree of safety is required.

MINERAL WAX,

Crude, Semi-refined and Refined.

1300)

ORDERS SOLICITED and LOWEST PRICES QUOTED.

TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. This enriches the blood, assists in making healthy flesh, restores to health and vigorous action of the vital organs, and prevents the germs from taking root in the lungs.

Scott's Emulsion

is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dreadful disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Solo Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

TO THE DEAF!

A RICH LADY cured of her deafness and noises in the Head by Dr. NICHOLSON'S Artificial Ear Drums sent £1000 to his Institute so that Deaf Persons who have not the means to procure the Ear Drums may have them free. Apply by letter to—C. G. BRIGAT, Secretary, 54, Bow Lane London, E.C.

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC

OR

PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

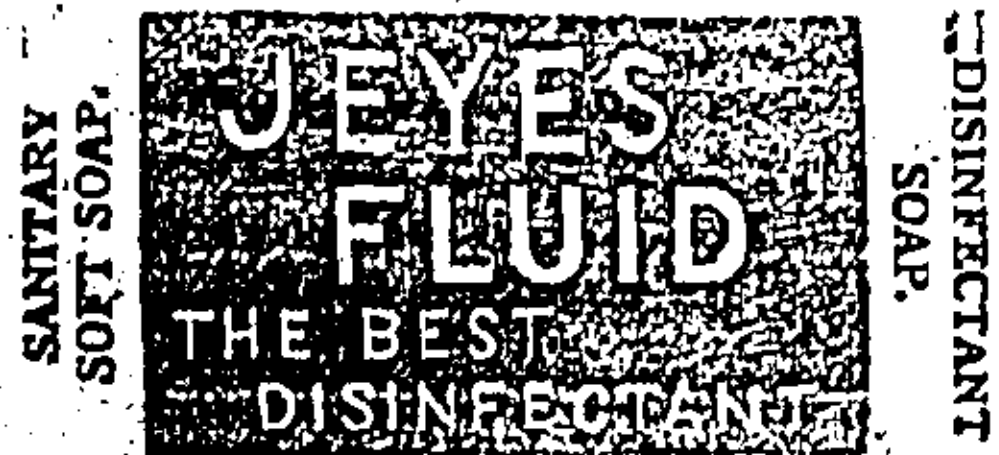
Sole Agents for Hongkong—

A. S. WATSON & Co.

Hongkong, 1st September, 1896.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.



W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 9th March, 1897.

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND CLOCK.

MAKERS, JEWELLERS, SILVER-

SMITHS, AND OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for, London Audemars' Watches awarded the highest Prize at every Exhibition, and for Voltaire and Sohn's

CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES.

Nos. 54 & 56, Queen's Road Central.

DENTISTRY.

SUI SANG,

(Lately Practising with Dr. L. SAKATA),

DENTIST.

No. 8, Queen's Road Central.

Hongkong, 24th September, 1898.

SIEN TING,

SURGEON DENTIST,

No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE.

Consultation free.

Hongkong, 27th September, 1898.

RIGAUD'S White Violet Extract



10,000 White Violets equal each bottle of Rigaudo's Extract

PARIS

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS

AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOLE AGENTS FOR

HARTMANN'S RAHTEN'S GENUINE

COMPOSITION RED HAND BRAND,

HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR LAUNCHES.

Sole Agents for

FERGUSON'S SPECIAL CREAM

AND

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 24th November, 1898.

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, ON

HUTTEN ROAD.

[S] how in a position, in his New and Com-

modious Premises, to eclipse, as heretofore,

ALL PHOTOGRAPHIC ART PRACTICED

in the Colony or in any part of the Far East.

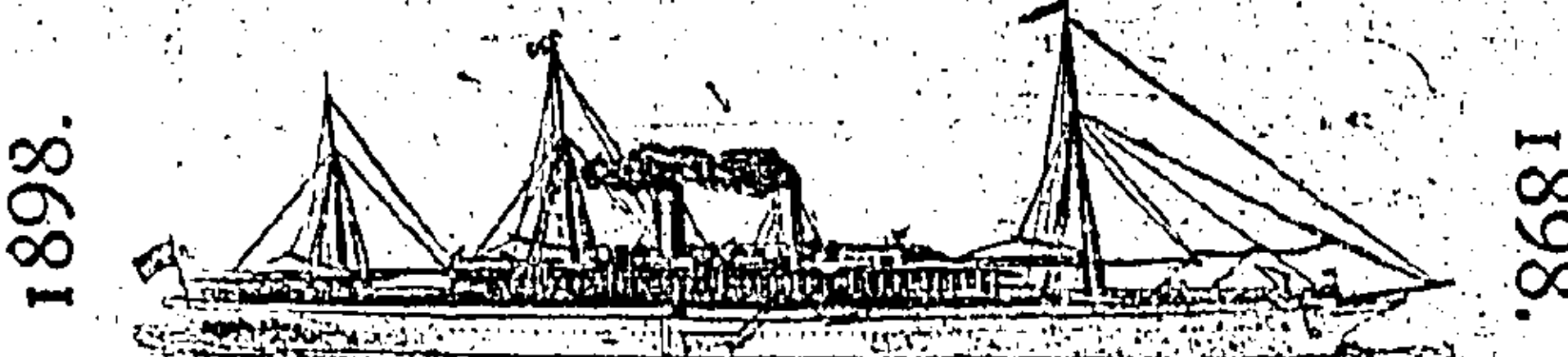
GROUPS AND VIEWS

a specialty.

Hongkong, 22nd September, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 21st Dec., 1898.

EMPEROR OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 18th Jan., 1899.

EMPEROR OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 15th Feb., 1899.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 24th November, 1898.

CANADIAN PACIFIC RAILWAY COMPANY.

FOR HONOLULU, PACIFIC COAST, CANADA, AND THE UNITED STATES.

THE C. P. R. Company's Steamship

"TARTAR," 4,425 tons gross register, will be despatched on or about THURSDAY, the 8th December, for VICTORIA and VANCOUVER, B.C., via NAGASAKI, KOBE, YOKOHAMA and HONOLULU.

The Vessel has excellent accommodation for Saloon Passengers. Through tickets issued to all points.

Through Bills of Lading issued to Japan, Honolulu, Pacific Coast, Canada, and United States Ports.

For information as to Rates of Freight and Passage Money, &c., apply to

D. W. CRADDOCK, Acting General Agent.

Hongkong, 26th November, 1898.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, 15th Dec., 1898.

AMERICAN MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 14th Jan., 1899.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 7th Feb., 1899.

THE Steamship

"NIPPON MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 15th December, 1898, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passenger are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

Hongkong, 2nd November, 1898.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Victoria... 3,167 J. Pantalone... Dec. 6.

Tacoma... 2,811 W. Smith... Dec. 10.

Glenora... 3,750 J. McGilvray... Jan. 10.

Olympia... 2,608 J. Truebridge... Jan. 14.

Also

FOR PORTLAND, OREGON,

IN CONNECTION WITH

OREGON RAILROAD AND NAVIGATION COMPANY.

Lennox... 3,677 Williamson... Dec. 24.

Columbia... 2,605 A. Gow... Jan. 28.

Monmouthshire... 2,874 W. A. Evans... Feb. 18.

Lennox... 3,677 Williamson... Mar. 11.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the steamer).

Parcels must be sent to our Office (with addresses marked in full) by 5 p.m. on the day previous to sailing.

For further information apply to

DODD, DODD & CO., General Agents.

Hongkong, 30th November, 1898.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS).

THE Steamship

"BALLAARAT,"

Captain C. L. W. Field, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 10th December, at NOON, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 28th November, 1898.

SAILING VESSEL.

FOR NEW YORK.

THE "3/3 A. I. American Ship"

"REUCE,"

Captain Adams, having arrived will lead for above port and will have quick despatch.

For Freight, apply to

ARMOLD, KARBURG & Co.

Hongkong, 5th November, 1898.

Mails.

NORTH GERMAN LLOYD.

(Freight Service.)



HAMBURG AMERICA LINE.

(Fast Atlantic Service.)

(Taking Cargo at through rates, to AMSTERDAM, ROTTERDAM, LONDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, NORTH AND SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
*KONIGSBERG	HAVRE AND HAMBURG	About 14th December. Freight and Passage.
BAMBERG	HAVRE AND HAMBURG	About 22nd December. Freight.
*HEIDELBERG	HAVRE AND HAMBURG	About 21st December. Freight and Passage.
Schiller	GENOA AND HAMBURG	About 5th January. Freight and Passage.
*SIBIRIA	HAMBURG AND ANTWERP	About 7th January. Freight.
Hildebrandt		
ARMENIA		
Magin		

*These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

Calling at NAPLES for Passengers only, if sufficient inducement offers.

For further particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co., Agents.

Hongkong, 1st December, 1898.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO VIA INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS and HONOLULU, THE UNITED STATES, MEXICO, CENTRAL & SOUTH AMERICA, &c.

Edgemoor King... 3,379 Thursday, Dec. 15

Carlisle City... 3,022 Jan. 24

Carrollshire... 2,929 Feb. 15

At NOON.

THE Steamship

"BELGIAN KING,"

will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on or about THURSDAY, the 15th December, at NOON.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to